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SOURCE Der Verkehr, 1950.ALBANIAN RAILROADS SINCE THE WAR

Artur Musil

The 30-kilometer narrow-gauge railroad between Valona and the Selenice as-
 phalt pits, which was destroyed by the Germans during the war, was rebuilt after
 the liberation.

A 41-kilometer section of the railroad between Durres and Peqin was opened
 for traffic at the end of 1947.

The construction of the 36-kilometer Durres-Tirana railroad began in Jan-
 uary 1948. The following projects were constructed on this line: the 170-meter
 tunnel at Rrashbulle, the 110 - to 140-meter bridges over the Arzen, Limuth, and
 Shen Vlash rivers, and 75 smaller bridges. The total cost of the line amounted
 to 76 million Albanian francs.

A branch railroad of the Durres-Tirana line was constructed soon after the com-
 pletion of that line. The branch railroad connects Yzberishe, which lies south
 of Tirana, with the industrial suburb of Kashar. This 7-kilometer line was com-
 pleted in 4 months, and was opened for traffic on 1 September 1949.

In 1950 work began on the 32-kilometer Peqin-Elbasan line. This line runs
 along the Shkumbi River, parallel with the Roman Via Egnatia. Four one-kilometer
 tunnels and about 100 bridges are scheduled to be built on this line.

After the completion of the above line, the west-east connection, which has
 been started across Albania from Elbasan via Librazhd to Lake Ohrid and to the
 Pogradec ore deposits, will be resumed. The last section from Pogradec passes
 over the 1,400-meter-high Mokra Mountains, which are crossed by the Elbasan-
 Struga highway. The Yugoslav town of Struga is the terminus of the narrow-gauge
 line which runs from Skoplje via Ohrid to the valley of the Crni (Black) Brin
 River.

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